



I. Purpose and Need:

The I-5/SR-134 freeway interchange is unique. Severely constrained by adjacent Griffith Park terrain and the Los Angeles River and limited by the diagonal orientation of I-5, the interchange serves the major traffic movements, but does not provide direct freeway connectors for eastbound SR-134 to northbound or southbound I-5 to westbound SR-134 movements. The so-called “back moves” which were considered minor movements. When this interchange were constructed in 1967, direct connector ramps for the “back moves” were not included, forcing motorists wishing to make these movements to utilize surface street alternatives.

The continuing growth and development and the associated traffic needs in Burbank-Glendale area justifies a feasibility study of how to improve traffic congestion on the surface streets due to the missing connectors. This study will summarize the initial findings and results of the feasibility study.

II. Benefits

Transportation benefits:

This project should alleviate existing congested conditions, improve level of service, encourage carpooling and improve air quality.

III. Cost

The Project is in its initial Feasibility Study. The total Cost is not determined. The funding is shown for Feasibility Study only.

Fund Source	Programmed Amount (capital plus support)	Additional Funding Needs (if any)	Milestones to be met with funds (PA&ED, R/W Cert, RTL, CCA)
RTIP			
ITIP			
Grandfathered STIP			
SHOPP			
Measure			
RSTP			
CMAQ			
TCRP	\$100,000		PRE PA&ED STUDY
Private Funding			
Total	\$100,000		

PROJECT SCHEDULE

	I-5/SR134INTERCHANGESTUDY											
	JAN - JUNE 2002											
	JAN		FEB		APRIL		MAY		JUNE			
	1	2	3	4								
Initial Study	★											
Define Scope of Work	■											
Develop Alternatives		■										
Data Collection/Modelling			■									
Prepare Draft Report				■								
Prepare Final Report							■					
End of Study												★